

CHOICE.
Amontillado
Sherry
\$17.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1846.

Fine Old
FRUITY
PORT
\$18.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

No. 12,741

號七廿月正年四零百九千一英

HONGKONG, WEDNESDAY, JANUARY 27, 1904.

日一十月二十年卯癸

PRICE, \$3.00 Per Month

MACWEN FRICKEL & CO.,
SHIPPING AND FORWARDING DEPARTMENT.
CHINA PARCEL EXPRESS.
SHIPPING DATES.
To England... 22nd Jan.
To France... 22nd Jan.
To Germany... 28th Jan.
To Italy... 28th Jan.
To United States via San Francisco... 25th Jan.
To United States via Suez Canal... 25th Jan.
To India... 25th Jan.
To South Africa... 25th Jan.
To Australia and New Zealand... 25th Jan.
To Canada... 25th Jan.
Estimates for Freight and 'free delivery' charges upon receipt of Cubic Contents and Weight.
DELIVERY ANYWHERE.
Office—3, DUNDRELL STREET.
Hongkong, January 18, 1904.

For Sale.

FOR SALE.

FOR Sale, as a going concern, 'The SHANGHAI DAILY PRESS' Book-binding and Job Printing Establishment.
For Particulars,
Apply to
J. M. GUEDES,
Shanghai Daily Press Office,
Shanghai, January 25, 1904.

Intimations.

HONGKONG HOCKEY CHALLENGE CUP.
ENTRIES for the above CLOSE at 5 p.m. on THURSDAY, 28th Inst. Teams intending to compete must send their names to
T. C. GRAY, Hon. Sec.
Hongkong, January 25, 1904.

NOTICE.

IT is proposed to hold a YORKSHIRE DINNER. A Meeting will be held on THURSDAY, JANUARY 28th/1904, at 5 p.m. in the Ante-Room, City Hall, to discuss arrangements and decide upon a date. All Yorkshiremen are invited to attend.
ARTHUR CHAPMAN.
Hongkong, January 25, 1904.

GESUCHT.

FÜR Sofort ein gebildetes deutsches Kinderspielzeug fact ein 4 jähriges Mädchen in einer deutschen Familie in Yokohama, Japan. Gef. Offerten einzusenden sub.
O. H. YOKOHAMA,
P. O. BOX 274,
January 26, 1904.

FOR CANTON.

NOTICE is hereby given that the Partnership which was subsisting between the Undersigned and which carried on business at Jackaria Masjid at Bombay, in the name, style, and firm of M. N. GOBHAI & CO., and in the Port of M. N. GOBHAI, SHERIAJIJI & CO., and at Canton, in China, as M. N. GOBHAI & Co., has been dissolved from the 16th day of December, 1903.
M. N. GOBHAI,
Sd. C. F. SHROFF,
B. N. KARANJIN.

Notice is hereby given that I, the Undersigned, have commenced to carry on business in partnership with others at Yokohama, Canton, and at Bombay, in Port as well as at Jackaria Masjid, in the name, style and firm of M. N. GOBHAI & Co., from the 17th day of December, 1903.
M. N. GOBHAI.
Hongkong, January 23, 1904.

WILLIAM MACLEOD, D.D.S.,
DENTIST.
11 & 12, BEACONSFIELD ARCADE.
Hongkong, September 22, 1903.

THE POPULAR
SCOTCH
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HERALD THE PRINCE OF WALES
Supplied at all the leading Clubs and Hotels, and to be obtained from **LANE, CRAWFORD & Co.,** Queen's Road Central.

Business Notices.
INNES' PATENT
METALLIC ZINC POWDER
SUPERIOR TO ZINC PLATES OR BALLS; EASILY APPLIED.
EFFECTUALLY STOPS CORROSION IN LAND OR MARINE BOILERS.
RECOMMENDED BY THE LEADING SUPERINTENDING ENGINEERS OF THE WORLD.
W. S. BAILEY & CO.,
SOLE AGENTS.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
S.S. HONAM, 2,333 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. FATSHAN, 2,260 tons, Captain A. W. Dixon.
S.S. HANKOW, 3,073 tons, Captain C. V. Lloyd.
S.S. KINSHAN, 2,860 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
S.S. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m. and on Sundays at 12.30 p.m.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
Canton-Wuchow Line.
S.S. SAINAM, 588 tons, Captain B. Branch.
S.S. NANNING, 589 tons, Captain C. Butchart.
S.S. KAK HING, 618 tons, Captain H. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —
HONGKONG CANTON & MACAO STEAMBOAT CO.' LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

W. BREWER & CO.,
23 and 25, QUEEN'S ROAD.

LEADING NOVELS, FORTY-FIVE CENTS EACH.
East Lynne, by Mrs. Henry Wood.
The Return of Phyllis, by Sargent.
A Dead Certainty, by Nat Gould.
Storm Light, by Muddock.
Race Course and Battlefield, by Nat Gould.
The Outlaws, by Little.
A Prince of Darkness, by Florence Warden.
Sarhedon, by Whyte Melville.
Peccavi, by J. Hornum.
Jubilee Book of Cricket, by Prince Ranjitsingh.
The Place that Kills, by Nat Gould.
Jan. Oxbo, by Agnes.

USEFUL BOOKS, 45 CENTS EACH.
Everybody's Pocket Encyclopedia.
Everybody's Poultry.
Everybody's Medical Guide.
Everybody's Wit and Humour.
WESTERN UNION CODE—LATEST.
LARGE NEW STOCK OF FRENCH NOVELS.

榮 CHEE WING & CO., 致
28 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900.

Bovril gives strength,
nourishment and sustenance. It is agreeable to the taste, is stimulating in its effects, is easily assimilated and digested. Bovril contains blood-enriching and muscle-building properties. Some of the leading athletes of the day train on Bovril.
BOVRIL
To be obtained at all chemists, grocers, and to be obtained from **LANE, CRAWFORD & Co.,** throughout Hongkong, China and Japan.

DANCING.
MRS. DONALDSON (Daughter of Professor K. F. WARD, of Rossmount Dancing Academy, Glasgow) has pleasure in advertising a SECOND BEGINNERS CLASS to open in the CITY HALL, shortly.
Practice twice weekly... Fee \$10 a month.
ADDRESS:
57, WONG NEI HO KONG ROAD.
Hongkong, (January 2, 1904).

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
Bell's Asbestos 'Dagger,' 'Donon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Inertions, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
Office, 8 Des Voeux Road, opposite King Edward Hotel entrance.

NEW STOCK OF
SADDLERY
RACE SADDLES, POLO SADDLES,
HACKNEY SADDLES.
NUMNAHS AND WEIGHT CLOTHS.
BITS, SPURS, STIRRUPS.
EVERY REQUISITE FOR STABLE USE.
LANE, CRAWFORD & Co.
Hongkong, December 31, 1903.

Cutler, Palmer & Co.,
LONDON
(Wine Shippers to China since 1816).
Have always Stocks of their well-known Brands with
SIEMSEN & CO.
Hongkong, 15th July, 1901.

CHAMPAGNES
FROM
CHARLES HEIDSIECK
PURVEYOR TO HIS MAJESTY KING EDWARD
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN
LOW PRICES.
10% DISCOUNT FOR CASH.
We insist that the quality of every article which comes into this Pharmacy shall be good. After that we make a price which gives us but a small margin of profit; we make it up on volume of business. We buy in large quantities, get the best prices, pay cash and get the best discounts. Good reasons why we should be able to give you the most for your money. Try us on prescriptions, drugs, chemicals, toilet articles—anything in the drug store line, and—MATCH US IF YOU CAN.
Watkins Limited,
Chemists and Druggists.
THE APOTHECARIES HALL,
Watkins Building.
TELEPHONE 344.

C. WESTERMANN,
PIANO AND ORGAN BUILDER.
TUNING and REPAIRING of ORGANS and PIANOS of any Size and Construction; also, all kinds of Musical Instruments.
PIANO TUNING, 12 TIMES ... \$2.00 Each Time.
6 ... \$3.00
ONCE ... \$4.00
ALWAYS ON HAND A LARGE STOCK OF NEW MUSIC.
A Large Stock of all kinds of Musical Instruments of the best German Firms will arrive early next month.
C. Westermann,
9, BEACONSFIELD ARCADE.
Hongkong, December 8, 1903.

DR. WILSON,
DENTIST.
LATEST AMERICAN METHODS.
REASONABLE PRICES.
NO CHARGE FOR EXAMINATIONS.
DR. NEWELL WILSON,
31, QUEEN'S ROAD CENTRAL.
First Floor, 'WATKINS' BUILDING.
Hongkong, October 29, 1903.

NOTICE.
THE Partnership hitherto existing between myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm name of DEACON, LOOKER and DEACON, VICTOR H. DEACON,
10, Queen's Road.
Hongkong, January 1, 1904.
THE KOWLOON HOTEL,
KOWLOON.
A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 20, 1904.

Business Notices.
HONGKONG MARINE ENGINEERING BUREAU.
E. C. WILKS & CO.
MARINE SURVEYORS,
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

LIGHT DRAFT
RIVER STEAMERS
A SPECIALITY.
STERN WHEELERS.
Mr. W. C. JACK, of the above firm, having already constructed a number of successful boats of this type, is prepared to supply plans and specifications suitable for any service. These boats built of either wood or steel can be dismantled after building in Hongkong and shipped for re-erection at destination.
Address:—12, BEACONSFIELD ARCADE, HONGKONG. Telephone No. 358.
AGENCIES:—J. & A. NIOLAUSSE, Water Tube Boilers, W. H. ALLEN & SON, Electrical Plant and Centrifugal Pumps, MCDERMID AND CO., Canadian Asbestos Goods.
Hongkong, January 1, 1904.

GREEN ISLAND CEMENT CO. LD
Portland Cement
In casks of 375 lbs net, \$4.75 per cask, ex Factory.
In bags of 250 lbs net, \$2.85 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO.
diazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.
FIRE CLAY WORKS.—DEEP WATER BAY HONGKONG
For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS.
TONIC SPICE
OR
CONDITION POWDER FOR HORSES.
A course of the Tonic Spice strengthens and gives tone to the digestive organs, fortifies the constitution, and invariably restores the healthy functions of the organs.
FOR HORSES IN TRAINING FOR RACING
The Tonic Spice is of essential value, for by its use a great saving of time is effected in producing that firmness of muscle necessary for the great exertions required on the racecourse.
NO HORSE OWNER SHOULD BE WITHOUT IT.
SOLD IN TINS AT \$1.
THE VICTORIA DISPENSARY.
QUEEN'S ROAD CENTRAL.

HONGKONG HOTEL.
A FIRST-CLASS HOTEL IN EVERY RESPECT.
WELL FURNISHED THROUGHOUT.
BEST QUALITY PROVISIONS AND LIQUORS.
EUROPEAN CHEF.
EVERY COMFORT FOR VISITORS. PRICES MODERATE.

CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply
THE MANAGER.

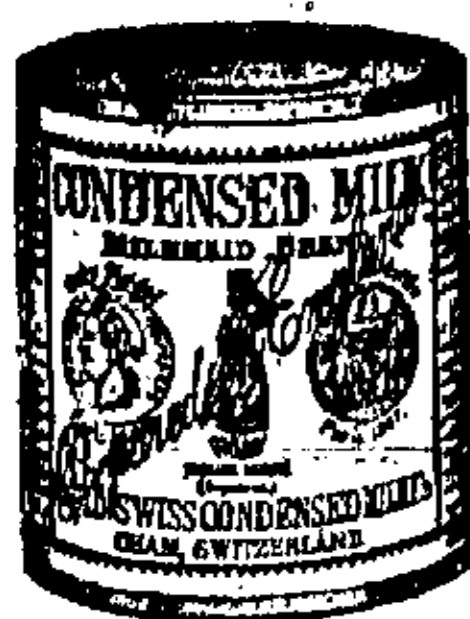
MAO LAREN'S
CANADIAN CHEESE
In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, May 6, 1903.

FAIRALL & CO.
ARE NOW SHOWING SMART FRENCH
MILINERY WOOLEN DRESS GOODS,
in Light Weight, Suitable for the Race Season.
EVERY DESCRIPTION OF DRESS ORNAMENTS AND TRIMMINGS,
LARGE VARIETY OF LACES.
SPECIAL REDUCTION
IN THIS SEASON'S DAY AND EVENING GLOVES.
AMERICAN SHOES ALWAYS STOCKED.
ORDERS NOW BEING PUT IN HAND FOR THE RACING SEASON.
Hongkong, January 13, 1904.

KUPPER'S PILSENER BEERS.
The Leading Beer in the Far East.
SOLE AGENTS:
Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD
Hongkong, January 12, 1904.

Intimations.

Milkmaid

BRAND
MilkGuaranteed
Full Cream.

Largest Sale in the World.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
No. 4, QUEEN'S ROAD CENTRAL.

JAPAN



COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SUBURGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, 108, HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimoda, Moji, Waka-
matsu, Kure, Nagasaki, Kuchino, Saeki, Misaki, Miya, Hakodate,
Tientsin, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinaka, Manada, Manoura,
Miyama, Otsu, Sasebo, Tsurubaru, Yoshinaka, Yoshio, Yumakura, and other
coals.

N. INUZUKA, Manager, Hong Kong.

Hongkong, April 23, 1903.



Per Case (6 dozen Pints, or 4 dozen Quarts) \$10.50
(Special terms to large buyers)

A. S. WATSON & Co., Ltd.,

Sole Agents for Hongkong, China and Manila.

ENO'S A SIMPLE REMEDY

FOR ALL 'FRUIT IMPURITIES
OF THE BLOOD. SALT.'

'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.—European Mail.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT' without it you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, LTD., 'FRUIT SALT' WORKS, LONDON, ENG.
By J. C. ENO'S PATENT.

Sold by Chemists, etc., everywhere.

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIFTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company, will
be held at the OFFICE of the Company,
No. 18, Bank Building, Queen's Road
Central, on SATURDAY, the 29th FEB-
RUARY, at 12 o'clock Noon, for the
purpose of receiving a Report of the
Directors, together with a Statement of
Accounts, declaring a Dividend, confirming
the appointment of a Director and electing
Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED on 23rd January,
to the 6th February, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, January 16, 1904. 102

ZETLAND LODGE.

No. 625, E.C.

A REGULAR MEETING OF ZETLAND
LODGE will be held at FREEMASONS
HALL, Zetland Street, on MONDAY,
the 1st February, at 8.30 for 9 p.m. pre-
cisely. Visiting Brothers are cordially
invited to attend.

Hongkong, January 26, 1904. 173

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE TWENTIETH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held
in the Company's Office, No. 14, Des Voeux
Road, Victoria, on SATURDAY, 6th
FEBRUARY, 1904, at 11 a.m. for the
purpose of receiving Statement of Accounts
and the Report of the General Managers,
for the year ending 31st December, 1903,
declaring a Dividend and electing a Con-
sulting Committee and Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 3rd to the
6th FEBRUARY, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, January 18, 1904. 119

ZETLAND HOUSE.

No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION.

Moderate Charges.

MRS. WATLING,
Proprietress.

Hongkong, January 14, 1903. 96

FIRST-CLASS BOARD & RESIDENCE.

'ST. GEORGES HOUSE.'

2 & 4, KENNEDY ROAD.

TOWER HOUSE, KENNEDY ROAD.

EXCELLENT TABLE. Every home
comfort. Well furnished rooms facing
the harbour.For terms, apply to
Mrs G. SACHSE,
'St. George House.'

Hongkong, July 15, 1903. 1989

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18, MACDONNELL ROAD.

Under European Management.

Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL' HONGKONG.

A.I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903. 663

COMMERCIAL UNION

ASSURANCE COMPANY, LIMITED.

FIRE—Marine—Typhoon—Accident
(special—losses—fortune)—Fidelity
Guarantee—Plate Glass.

Policies issued at current rates.

W. H. T. DAVIS, Manager.

Office hours, 10 a.m. to 4 p.m.
Saturdays, 10 a.m. to 12.30 p.m.

457

JUST LANDED.

A Fresh Consignment of MILK-MAID
BRAND SWISS MILK.Per Dozen Tins: \$2.70,
and
22 cents a Single Tin.H. RUTONJEE,
No. 5, D'Almeida Street,
and 88 to 93, Elgin Road, Kowloon.

Hongkong, January 26, 1904. 172

THE HONGKONG DOCKS.

A Record of the Founding
and Development of the
Hongkong and Whampoa
Docks Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price—Fifty Cents.

To be had at the 'China Mail Office'
& Wyndham Street.

Intimations.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD
QUARTERS OFFICE, Fletcher St.,
until 12 o'clock Noon, on MONDAY, 15th
FEBRUARY, 1904, for the undermen-
tioned SUPPLIES and SERVICES, for the
period of twelve months from 1st April,
1904.

1. Hospital Supplies and Medical Com-
forts.

2. General Supplies and Provisions.

3. Coal, Wood, Oil, Scavenging, and
other Barrack Supplies and Services.

4. Washing.

5. Transport Services. (Supplies of
Launches, Junks, Coolies, &c.)

6. Forage.

Forms of Tender, and any particulars,
can be obtained on application to this Office,
either personally or by letter, addressed to
the Officer Commanding Army Service
Corps between the hours of 10 a.m. and
4 p.m.The Tenders must be properly filled up,
signed and dated, and no Tenders will be
received unless delivered upon the proper
form at the Head Quarters Office by 12
o'clock Noon, on the above date, in a
closed envelope, marked 'Tender' on the
outside.The right to reject any or all Tenders is
reserved.Head Quarters Office,
January 1904. 161

HONGKONG JOCKEY CLUB.

NOTICE.

FROM THIS DATE and until after the 25th
FEBRUARY next, Horses and/or
Ponies not entered for the FORTHCOM-
ING RACES will not be allowed on the
Race or Training Course between the hours
of 8 and 8 a.m.Members may exercise unentered Horses
or Ponies after 8 a.m., on the Training
Course.By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, January 18, 1904. 120

THE HONGKONG & CHINA BAKERY CO., LTD.

(IN LIQUIDATION).

THE above Company, being in LIQUI-
DATION, will cease baking and
supplying BREAD, CAKES, etc., after
the 31st INSTANT.THE HONGKONG & CHINA BAKERY CO., LTD.,
LANE, CRAWFORD & CO.,
General Managers.

Hongkong, January 15, 1904. 91

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY AND DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, September 16, 1903. 1904

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs.

ENLARGEMENTS & SPECIAL FEATURES.

BRANCH HONGKONG HOTEL CORRIDOR.

1537

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the
MANAGER.

Hongkong, June 10, 1902. 122

NOTICE.

TO THE WEARIED.

THERE is no nicer place to spend a few
days in quiet rest than
MACAO.And there is no more comfortable Hotel in
the Far East, than the
MACAO HOTEL.Wm. FARMER,
Proprietor.

Hongkong, December 23, 1903. 2587

THE

Bangkok Times.

THE LEADING NEWSPAPER

IN SIAM.

And widely circulated in Malaya, Coochin
China, the Straits Settlements,
and Burma.A DAILY Newspaper, with a weekly Mail
Edition (20 pp.)Subscription, Daily (postage extra),
Ticals 50 a year.Advertisements Rates. Per inch (8 lines),
Ticals 3, one insertion; Ticals 4 cents
50, three times; Ticals 6 cents 75, a
week; Ticals 14 cents 47, a first
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Times' is its Siam version. Thus the
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Post Office Orders in favour of Man-
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Wai.To be had at the 'China Mail Office'
& Wyndham Street.

Wanted.

BRITISH NORTH BORNEO
GOVERNMENT.

WANTED.

A CHINESE SECOND CLERK for
the Resident Office at KUDAT.
Must speak English.

SALARY, \$50 per Mensem.

HOUSE ALLOWANCE, \$8 per "

Second-class Passage provided to Kudat.

Three months' notice on either side to be
given.Apply to
Messrs GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, January 15, 1904. 98

BRITISH NORTH BORNEO
GOVERNMENT.

WANTED.

A CHINESE INTERPRETER for the
Court in SANDAKAN. Must speak
English, Malay and Three or Four Chinese
Dialects, say Hokien, Taichu, Cantonese.

SALARY, \$80 per Mensem and House
Allowance.Second-class Passage provided to Sanda-
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and if not satisfactory Return Passage paid.Apply to
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Hongkong.

Hongkong, January 15, 1904. 99

WANTED.

BY The New Amoy Dock Co., Ltd.,
Amoy, an ASSISTANT ENGINEER.
Terms to be stated in the application,
which must be accompanied by qualifica-
tions, &c., and addressed to
B. HEMPEL,
General Manager.

Amoy, January 19, 1904. 142

WANTED.

A HOUSE AT THE PEAK, for the
Summer Months.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.

Hongkong, January 14, 1904. 89

WANTED.

A Good COMPRADEOR, for a First-
class Firm, in Hongkong.
Apply to
P. O. Box 263,
Hongkong, January 21, 1904. 159

YING KEE,

REFRESHMENT CONTRACTOR and
CATERER.
Ball Suppers, Dance Suppers, Picnics,
Luncheons, and at Homes Catered for.
Cutlery, Crockery, and Table Linen on
hire.

For Terms, apply to YING KEE,
(First Floor) 60, Des Voeux Road Central.

Hongkong, December 11, 1903. 2613

THE

CHINA AND JAPAN

TELEPHONE

AND

ELECTRIC COMPANY,

LIMITED.

SUBSCRIPTIONS.

Payable Quarterly in Advance.

EXCHANGE LINES:

\$100, and Private Lines by
arrangement.N.B.—A Special Charge is made for
Lines of more than average
length.

DESK TELEPHONES.

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC FANS.

ELECTRIC SUPPLIES

Of Every Description in Stock,
including:
BATTERIES, CHEMICALS,
INSULATORS, ELECTRIC BELLS,
LIGHTNING CONDUCTORS,
SWITCHES, TELEPHONES,
WIRE, etc., etc.

Send for Price Lists.

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INSTALLATIONS.

Erected and Maintained.

Estimates given Free for all kinds of
Electrical Work.Trained Mechanicians sent to Out-Ports if
it up Installations if required.

NOTE ADDRESS—2 ICE HOUSE

ROAD.

For full particulars, &c., &c.,
Apply to
W. STUART HARRISON,
A.M. Inst. C.E.
Hongkong, April 2, 1903. 141

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction,
on
THURSDAY,
the 28th January, 1904, at 2.30 p.m., at
No. 14 QUEEN'S ROAD CENTRAL (1st & 2nd
Floors; Entrance in Zetland Street).—
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
Comprising:—
DOUBLE and SINGLE TRAP WARDROBES
with BEVELLED MIRRORS, TOILET TABLES
with BEVELLED MIRRORS, MARBLE-TOP
WARDROBES, DOUBLE and SINGLE BED-
STEPS, TRAP OVERMANTLES, TABLES,
CHAIRS, STAIRCASE with MIRROR, DINING
TABLE, GRASS ELECTRO PLATE, and CROCK-
ERY WARE, CUTLERY, &c., &c.

On View from Wednesday, the 27th
January.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, January 21, 1904. 144

To Let.

TO LET.

HOUSE No. 2, QUEEN'S GARDENS
as from 31st December, 1903.
Apply
Messrs JARDINE, MATHESON & CO.,
Hongkong, December 12, 1903. 2604

TO LET.

FIRST and SECOND FLOORS of No.
34, QUEEN'S ROAD CENTRAL,
Opposite the General Post Office, after
March 31st, 1904, at present occupied by
Messrs W. POWELL & Co., and the Osmo-
politan House. This House is especially
suitable for people who are seeking places
for Hotel purposes.

Apply to
YEE SANG FAT,
34, Queen's Road Central.

Hongkong, December 29, 1903. 2619

TO LET.

No. 4, ZETLAND STREET. Roomy
and Convenient, now used as Work-
shops by Robinson Piano Co., Ltd.
Apply to
THE ROBINSON PIANO CO.,
Queen's Road Central.

Hongkong, January 16, 1903. 107

TO LET.

TWO Fine UNFURNISHED ROOMS,
Bath, Cook House, &c., in CAINE
ROAD, near Gardens.
Apply to
'X. X.,'
Care of 'CHINA MAIL' Office.

Hongkong, January 16, 1904. 106

TO LET.

No. 1, RYAN TERRACE, in FLATS.
No. 4, RYAN TERRACE.
No. 15, WONG NEW CHONG ROAD, facing
Race Course.
FLATS in MESSIAH TERRACE, facing the
Polo Ground.
OFFICES, in Course of Erection, Con-
naught Road (near Blakes Pier).
GODOWN No. 34, BLUE BUILDINGS.
GODOWNS PRATA EAST.

Apply to
THE HONGKONG LAND INVEST-

anchorage room, with the Master on the bridge and Chief Officer on forecastle head, nothing was noticed indicating that a wreck was submerged. The two salvage junks may have had a red flag up, but in the calm prevailing this was not noticeable. Moreover, the two buoys were coloured a rusty red and were indistinguishable from the ordinary fairway buoy. It may here be remarked that the following day steps were taken to paint the wrecking buoys green, with 'Wreck' in unmistakable white letters.

Further, on account of the slack state of the tide, steamers were lying at their buoys in all directions, it was undoubtedly difficult to define the fairways or to find a suitable place to anchor. The Pilot eventually fixed on a space, but his knowledge afterwards proved to be at fault, as the steamer had eventually to move her ground to prevent fouling neighbouring vessels. On the 28th ultimo, before the Harbour Master, the Captain was fined \$50—for negligent navigation in the harbour, and ordered to make good any damage done by his vessel fouling the wreck buoy over the remains of the 'Pakshan'. Had the buoys been properly marked the Captain and Chief Officer would undoubtedly have kept clear of the wreck and taken the ship out of the pilot's hands in time to prevent the mishap, but the pilot directed the ship between the buoys, thus proving by his want of local knowledge that he was incapable of acting as such and, in addition, as shown above, he was unable to find a suitable anchorage.

It will be apparent to His Excellency that Masters of Steamers coming into this increasingly crowded Harbour must rely to a great extent on the advice of a local pilot, otherwise they would not employ these men. It is therefore very hard on the masters not to be allowed to bring the pilot up before the Harbour Master for punishment, or at any rate to give evidence as to the facts in the case of an accident, and it does not alter the fact that here in Hongkong, with an amount of shipping exceeded by only two ports in the world, we have uncertified pilots placed in charge of shipping.

The Chamber hopes that His Excellency the Officer Administering the Government may see his way to consent to the licensing of all pilots plying for hire within the limits of the port, and thus rid it of a danger which menaces its shipping.

As has been pointed out in the past, many Commanders are obliged, on arrival at the entrance of the harbour, to take the first man as pilot who boards his ship, without having any means of knowing whether he is capable of handling the vessel properly or not. Certain Commanders, as the Commander of the 'Tijpanas', learn too late of the utter incompetence of the men they have employed. This is not possible at Penang or Singapore; why then at Hongkong? Hongkong has an unenviable record as the only British Port either at Home or in the Colonies where unlicensed pilots are allowed to ply for hire.

The Acting Colonial Secretary replied on the 19th of December 1903 as follows:—'I am directed to acknowledge receipt of your letter of the 14th instant regarding the question of the licensing of pilots, and to inform you that the matter is now receiving the attention of the Government.'

A careless gossip: Miss Kidder—They're only been married six months, but when over her husband goes away on a business trip she's delighted and prepares to have a good time. Miss Mearns—'Ah! Do you know I suspected something like that. I always said—Miss Kidder—Yes. You see, he takes her with him.'

Dentistry.

SIEN TING,
Surgeon Dentist,
No. 14, AUGUSTA STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900. 628

DENTISTRY.

SUI SANG,
Lately Practising with Dr. I. SASAKI
DENTIST,
Cantonment Road, near Blake Pier.
Hongkong, December 3, 1902. 628

Hotels.

Pelham House,
FAMILY HOTEL,
WYNDHAM STREET,
M. MOORE,
Proprietress.
626

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK.
Near the TRAM TERMINUS. Telephone 56.
For Terms,
Apply to the MANAGER. 741

THE WAVERLEY HOTEL,
108, HOUSE STREET, HONGKONG.
A First-Class Private
Family Hotel.
HANDSOMELY FURNISHED and
Knowledgeable Special Rooms.
Very MODERATE TERMS to FAMILIES
by the DAY or MONTH.
Hongkong, December 15, 1900. 2628

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—SHEWAN, TOMES & CO., General Managers.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout, and Gravel. Select and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

LEA & PERRINS' SAUCE.

Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

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HOLLOWAY'S OINTMENT

Is an unfailing Cure
For Old Wounds,
Sores, Piles,
Fistulas, Bad Legs,
Bad Breasts.
AND
EVERY FORM OF SKIN DISEASE.

Manufactured only at
78, New Oxford Street, London. Sold by all Medicine Dealers.

'DARTING' 'LANOLINE'
A perfect complexion depends on delicacy of skin, which is conferred by 'DARTING' 'LANOLINE'. No imitation can bear the 'Darting'. No imitation can be called 'Darting'. 'DARTING' TOILET 'LANOLINE' is colorable soap. 'DARTING' 'LANOLINE' TOILET SOAP.

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.
WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS' BLACK LEAD SOAP FOR CLEANING PLATE.
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

THE COMMERCIAL LAW AFFECTING CHINESE.
With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.
(Reprinted from the China Mail.)
For Sale at the China Mail Office.
Price 50 cents.

'THE BACK DOOR.'
THE Series of Articles entitled 'THE BACK DOOR' which appeared in the China Mail, have been reprinted, and may be obtained in Pamphlet Form.
Price 1/-

CHINESE SCHOOL BOOKS
II.—THE TEA MAN.
Translated into English by Dr. E. J. RYLAND.
Price 40 Cents.
CHINA MAIL OFFICE & WYNDHAM STREET.



"THE YOUNG AMERICAN" CIGARS
are made in all shapes, to suit everyone. But their QUALITY is THE BEST.

ADVERTISE

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'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

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Done with Neatness and Despatch At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

1 WYNDHAM STREET HONGKONG.

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	—	3000	Comdr. O. de B. Brock	Hongkong
Albion	battleship, 1st class	12,850	16	13,500	Captain T. H. M. Jerram	Hongkong
Albatross	gunboat, 1st class	11,000	16	13,000	Comdr. R. Nugent	Singapore
Albatross	cruiser, 1st class	10,000	12	13,000	Capt. Charles Windham, C.V.O.	Wahaiwei
Albatross	gunboat, 1st class	710	6	1300	Captain F. G. Stopford	Hongkong
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Comd. F. M. Leake	Swatow
Albatross	gunboat, 1st class	12,000	14	13,000	Lieut.-Comd. T. D. Pratt	Hongkong
Albatross	cruiser, 1st class	12,000	14	21,000	Captain Tegen	Hongkong
Albatross	water tank and tug	300	—	300	Captain Henry M. Tudor	Hongkong
Albatross	cruiser, 2nd class	1070	10	1400	Captain Robert H. S. Stokes	Wahaiwei
Albatross	torpedo boat destroyer	380	6	5700	Comdr. Ernest Barton	Hongkong
Albatross	cruiser, 3rd class	1580	12	3200	Comdr. P. V. Lawes, D.S.O.	Foochow
Albatross	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Comd. H. L. Well	Wahaiwei
Albatross	torpedo boat destroyer	275	6	4000	Comdr. J. D. Daintree	Hongkong
Albatross	torpedo boat destroyer	1840	—	800	Lieut.-Comd. C. Anson	Wahaiwei
Albatross	river gunboat	—	—	—	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Albatross	cruiser, 1st class	14,100	—	31,802	Lt.-Comdr. N. G. Stopford	Hongkong
Albatross	river gunboat	180	—	—	Lt.-Comdr. G. G. Webster	Macao
Albatross	cruiser, 1st class	980	10	1400	Comdr. O. W. M. Plenderleath	Wahaiwei
Albatross	battleship, 1st class	12,950	16	13,500	Captain E. F. Foote, C.M.G.	Hongkong
Albatross	torpedo boat destroyer	350	6	5300	Lt.-Comd. G. G. Giddings	Wahaiwei
Albatross	ship	1015	6	1400	Comdr. W. H. Nicholson	Hongkong
Albatross	Surveying-vessel	825	6	650	Captain Morris H. Smyth	Hongkong
Albatross	ship	980	10	1400	Com. D. St. A. Wake	Hongkong
Albatross	river gunboat	85	2	240	Lt.-Comd. John P. Irvan	Canton
Albatross	ship	980	6	1400	Comdr. T. Jackson	Shanghai
Albatross	river gunboat	85	2	240	Lieut.-Comd. Murray Lockhart	West River
Albatross	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Shanghai
Albatross	river gunboat	35	2	240	Lt.-Comdr. Davidson	Yangtze
Albatross	torpedo boat destroyer	355	6	5300	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	200	6	5500	Captain Lewis Bayly	Wahaiwei
Albatross	cruiser, 2nd class	5600	11	9000	Rear-Admiral C. G. Robinson	Hongkong
Albatross	receiving ship	4650	6	—	Lt.-Comdr. E. V. Dugmore	Yangtze
Albatross	river gunboat	180	2	800	Capt. J. A. C. Wilkinson	Hongkong
Albatross	cruiser, 2nd class	3400	8	9000	Lieut. Forbes	Hankow
Albatross	coast defence gunboat	365	8	200	Capt. Leslie Stuart, C.M.G.	Hongkong
Albatross	battleship, 1st class	12,850	16	13,500	Comdr. St. John Farquhar	Formosa
Albatross	ship	980	10	1400	Lieut.-Comd. A. B. Barker	Hongkong
Albatross	torpedo boat destroyer	355	6	5300	Lt.-Comdr. Ernest C. Hardy	Hongkong
Albatross	surveying ship	820	—	450	In Reserve	Hongkong
Albatross	torpedo boat destroyer	380	6	5000	Lieut.-Comd. Hugh Somerville	Hankow
Albatross	river gunboat	150	2	550	Lieut.-Com. Wason	Yangtze
Albatross	river gunboat	150	2	550		

* Flag of Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., J.C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	982	—	—	Capt. Friedrich Grinzenberzen	Shanghai
Acheron	French gunboat	1798	—	—	Captain Laferrière	Singapore
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Hongkong
Argus	French gunboat	—	—	—	Capt. Ousepin	Canton
Aspie	French gunboat	475	3	450	Commander Journet	Haiphong
Avalanche	French gunboat	580	—	—	Lieut. Heron	Haiphong
Bangali	French gunboat	3740	29	9000	Capt. Laferrière	Shanghai
Bugard	French cruiser	8018	18	—	Captain V. Poldione	Haiphong
Chateaufort	French gunboat	525	—	—	Commander Louel	Haiphong
Comète	French gunboat	890	—	—	Commander Guthrie	Haiphong
Decidée	French gunboat	1250	6	2200	Capt. Le Gollieur	Haiphong
Kersaint	French gunboat	470	—	—	Capt. Bécot	Haiphong
Lion	French gunboat	9700	12	18,600	Captain Arca	Shanghai
Montcalm	French gunboat	—	—	—	Capt. Hurst	Shanghai
Oly	French cruiser	4015	27	8500	Captain Souda	Haiphong
Pucel	French cruiser	9437	8	8071	Capt. Vincent	Haiphong
Redoubtable	French cruiser	1798	10	—	Capt. Thomas	Haiphong
Stryx	French gunboat	629	2	900	Lieut. Gaillard	Haiphong
Surprise	French gunboat	—	—	—	Captain Blondel	Haiphong
Takou	French gunboat	—	—	—	Lieut. Carol	Haiphong
Vauban	French gunboat	—	—	—	Comdr. Villeneuve	Haiphong
Vigilant	French gunboat	470	4	441		Shanghai
Vipère	French gunboat	—	—	—		Shanghai
Bussard	German cruiser	1887	10	2800	Comdr. Huss	Shanghai
Fürst Bismarck	German flag-ship	11,000	36	14,000	Captain Friedrich	Shanghai
Geier	German cruiser	2776	15	2500	Comdr. Wichmann	Shanghai
Hansa	German cruiser	3200	24	10,000	Capt. van Sommer	Shanghai
Hertha	German cruiser	8000	37	10,000	Capt. Ingenohl	Shanghai
Ilia	German gunboat	1000	10	1300	Comdr. Pleske	Shanghai
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Tobé
Lochs	German gunboat	850	10	—	Comdr. Koenigs	Hongkong
Möwe	German gunboat	1520	15	2800	Comdr. Fesper	Hongkong
Seeadler	German cruiser	1840	15	2800	Comdr. Hoffmann	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Deimling	Shanghai
Vorwärts	German gunboat	—	—	—	Lieut. Comdr. von Welas	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Elbe	Italian cruiser	2750	10	7471		Yokohama
Flamante	Italian cruiser	2427	34	12,000	Captain Dürne	Shanghai
Veneto	Italian cruiser	4500	24	6820	Captain Zevi	Shanghai
Vittorio Veneto	Italian cruiser	6500	18	13,000	Capt. Calli	Nagasaki
Diu	Portuguese gunboat	780	—	—	Captain Duro de Sá	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barbosa Leal	Macao
Albatross	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amur	Russian cruiser	2600	5	4700	Comdr. Gramatikoff	Port Arthur
Asold	Russian cruiser	6000	27	—	Capt. Reitznachtsheim	Kobe
Bayan	Russian cruiser	7800	10	16,500		Port Arthur
Bayarin	Russian cruiser	3200	8	—		Shanghai
Bobro	Russian gunboat	1050	8	1150	Comdr. Brjckovitch	Port Arthur
Bogatyr	Russian cruiser	6440	12	—		Port Arthur
Diana	Russian gunboat	6731	6	—		Shanghai
Djaght	Russian gunboat	1458	3	1700	Capt. Nasarovsky	Port Arthur
Gaidamak	Russian gunboat	600	9	2500	Comdr. Yozeloff	Shanghai
Grumobol	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Shanghai
Gullik	Russian cruiser	12,884	44	14,500	Captain Jenson	Port Arthur
Korvet	Russian gunboat	1000	6	1000	Comdr. Shumoff	Shanghai
Korvet	Russian gunboat	1015	7	1500	Comdr. Novakovsky	Nanking
Mandjour	Russian gunboat	1224	7	1400	Comdr. Crown	Shanghai
Navarin	Russian gunboat	10,206	12	9000		Port Arthur
Novik	Russian cruiser	3000	6	17,000		Port Arthur
Orlov	Russian gunboat	1490	6	2000	Comdr. Vasiloff	Port Arthur
Pallada	Russian cruiser	6731	12	—		Port Arthur
Perevost	Russian battleship	12,674	16	14,500	Captain Koroleff	Port Arthur
Petrovskiy	Russian battleship	10,820	16	10,800	Captain Jakovlev	Port Arthur
Pobeda	Russian battleship	12,674	16	14,500	Capt. Zaitzeff	Port Arthur
Poltava	Russian battleship	10,922	16	10,800	Captain Oseoff	Port Arthur
Raboyvnik	Russian battleship	1384	10	1703	Comdr. Lirou	Port Arthur
Rostov	Russian gunboat	13,902	16	16,000		Port Arthur
Rosnia	Russian protected cruiser	12,200	68	17,000	Captain Sopolantoff	Vladivostok
Rurik	Russian gunboat	10,923	26	13,200	Capt. Matusevich	Masampo
Saratopol	Russian gunboat	10,900	10	10,000	Captain Serebrennikoff	Port Arthur
Silach	Russian gunboat	850	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Sivuch	Russian gunboat	1090	2	1120	Comdr. Glazov	Port Arthur
Sivuch	Russian gunboat	12,800	10	18,300		Port Arthur
Sivuch	Russian gunboat	12,800	10	18,300		Port Arthur
Sivuch	Russian gunboat	12,800	10	18,300		Port Arthur
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ESTABLISHED 1850.

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No. 17,
QUEEN'S ROAD,
HONGKONG.

**Furniture
Dealers.**

**DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.**

**ELECTRO-PLATED,
GLASS and
CHINA WARES.**

**PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.**

**COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.**

**WM. POWELL,
LIMITED.**

28 & 34, Queen's Road.

**DRAPERS
and
DRESSMAKERS.
FANCY DRESS
MATERIALS.**

**TRIMMED
and
UNTRIMMED
STRAWS.**

**WHITE KID
GLOVES.**

**FRENCH
CORSETS.**

**SMART
SUNSHADES.**

**INFANTS'
BONNETS.**

**CHILDREN'S
HATS.**

**RACE SEASON,
1904.**



AYALA & CO'S

**Extra Quality,
Extra Dry,
CHAMPAGNE**

\$54.00 per Case Bottles.
\$57.00 per Case Bottles.

**SOLE AGENTS
FOR
Hongkong and the Philippines.
H. PRICE & CO.,
WINE MERCHANTS,
12, Queen's Road Central.**

MEMOS. FOR TO-MORROW.

Auction.
2.30 p.m. - Auction of a Quantity of Valuable Household Furniture, at No. 14, Queen's Road Central.
Miscellaneous.
Goods per *Sithonia* undelivered after this date subject to rent.

General Memoranda.

FRIDAY, January 30:
9 p.m. - Performance at City Hall.
10 p.m. - Meeting of The National Bank of China Ltd. at the Bank.
2.30 p.m. - Auction of an Assortment of Japanese Curios, &c., at Mr. V. I. Remedios' Sales Rooms.
Goods per *C. Ford* undelivered after this date subject to rent.
MONDAY, February 1:
9 p.m. - Meeting of Zetland Lodge.
Goods per *Gera* undelivered after this date subject to rent.
TUESDAY, February 2:
Goods per *Sithonia* not cleared at 4 p.m. on this date subject to rent.
WEDNESDAY, February 3:
Transfer Books of The Hongkong Rope Manufacturing Co., Ltd., closed from this date to the 6th February inclusive.
Transfer Books of Humphreys Estate & Finance Co., Ltd., closed from this date to the 13th February inclusive.
Goods per *Yarra* undelivered after this date at Noon will be subject to rent and landing charges.



**A. S. WATSON & CO.,
LIMITED.**

PORT

Per Dozen. Per Bottle.
B.—OLD VINTAGE, SUPERIOR QUALITY, RED CAPSULE.....\$16.00 \$1.40
C.—FINE OLD VINTAGE, SUPERIOR QUALITY, BLACK SEAL CAPSULE... 20.00 1.70
D.—VERY FINE OLD VINTAGE, EXTRA SUPERIOR (OLD BOTTLED), VIOLET CAPSULE 27.00 2.25

NOTE.—Port, after removal, should be rested for a month before use.

Wine required for IMMEDIATE use should be ordered to be decanted before being sent out.

These Wines are specially suited for Invalids and general use, and are too well known to need further comment.

A. S. WATSON & Co., Limited.

WINE & SPIRIT MERCHANTS

January 27, 1904.

BIRTH.
On the 22nd January, at 6, East Avenue, Kowloon, the wife of Capt. M. COURTNEY, of a Daughter.

MARRIAGE.
On Thursday, the 17th Dec., at Christ Church, Mexico City, Mexico, by the Rev. Canon W. Jones Bateman, SYDNEY WILKINS, youngest son of Henry Ough, Streatham-common, S.W., to FLORENCE, only daughter of the late William Granville, of Kensington, W.

The publication of this issue commenced at 5.15 p.m.

The China Mail.

HONGKONG, WEDNESDAY, JANUARY 27, 1904.

THE letter from our correspondent 'D.' calling attention to the lack of reliable commercial statistics in the third part of the Empire, gives us an opportunity of referring to the subject.

Owing to the constant change in the commercial community, it is not generally known that the Imperial authorities, moved by a Departmental Committee, which took a far-sighted view of the future of British trade, proposed that there should be a proper system of collecting trade statistics in the Colonies. During Sir William Des Voeux's administration, an Imports and Exports Bill was drafted, and submitted for public discussion. A strong petition was lodged against it by the principal Chinese merchants, and a public meeting summoned by the Hongkong General Chamber of Commerce condemned the bill by a large majority.

In bowing to this decision of the commercial community and withdrawing the bill, Sir William Des Voeux deplored the result of the meeting, holding 'that there would be a great deal of good from it (the measure) in many indefinite small ways that are unimportant singly but in the aggregate are of very appreciable importance.' These remarks were made in 1888, and since then anyone who has thought out the matter will agree that there have been times when the collection of trade statistics would have been of great Imperial and Colonial value. We are indebted to Mr. A. R. Lowe, the courteous Secretary of the Chamber of Commerce, for a perusal of the annual reports of the Chamber, and from the report for 1893 we learn that in February of that year another attempt was made to obtain authoritative statistics. The Colonial Secretary, on behalf of the Government, wrote to the Chamber asking for an expression of opinion as to the advisability of introducing an Ordinance to regulate the collection of Statistics of Trade of the Colony. The matter was submitted to the members, and on the motion of Mr. E. R. Bellios seconded by Mr. Ho Amel, the following resolution was adopted:—'That this Chamber is of opinion that the proposal to obtain returns of cargo from vessels coming in and going out of this harbour will—if adopted—prove detrimental to the Colony, therefore it recommends the Government to abandon the idea of enacting such a measure as law in this Colony.' The Committee of the Chamber recorded:—'The value of reliable statistics is not questioned, but the Chamber does not consider that the suggested mode of procuring such figures could be carried out without very materially interfering with the freedom of the port, which is one of the chief factors in fostering the trade of the Colony.' The Government, however, did not abandon its attempt to get reliable trade statistics, and in 1894 we find the Acting Colonial Secretary (Mr. W. Meigh Goodman) writing to the Chamber as follows:—'There is no intention of interfering with the freedom of the port, the only idea being to obtain a correct return of the actual trade of the British possessions.' The Chamber again considered the proposal, and again decided against it. Among the reasons urged against it were the following:—'The collection of statistics might lead to the collection of revenue; it would create troublesome restrictions; the collection of statistics would involve the Colony in additional expenditure little short of the cost of running a proper Customs House; it would lead to inevitable delays and increase the labour and expenses of firms, while the returns would present a fallacious idea of the trade of the port. Mr. Adam Lind, then Acting Secretary of the Chamber, wrote:—

'The bulk of the business carried on here includes something different from mere buying and selling; it has been created by and is dependent for its existence on the exceptional facilities afforded for the free and unimpeded handling and movement of goods; therefore regulations which will hamper or in any way render this more troublesome and tedious are directly prejudicial to the main interests of the Colony. The proposed measure is of a kind very

distant from not only to the European but also to the Chinese merchants, who expect to carry on their business with the same freedom which they have hitherto enjoyed. It would be superfluous to enlarge on the importance of the native trade, especially that represented by the junk trade, but the fact of its being so valuable to the Colony makes it specially desirable that great care should be taken to avoid passing enactments or establishing rules which would tend to divert it elsewhere. An Ordinance such as that under remark, which may involve the right of search and the infliction of penalties for non-compliance with its provisions, must necessarily be more or less inquisitorial, however carefully it may be worked, and it would, in the opinion of my Committee, certainly prove very harassing and possibly lead to some of the trade going elsewhere.'

The Secretary of State for the Colonies (Lord Ripon), in acknowledging the decision of the Chamber, wrote:—'I concur in the view that it would not be practicable to adopt in Hongkong the recommendation of the Departmental Committee for the obtaining of proper returns from so important a trade centre as Hongkong.'

Although the Government's attempts to systematise the collection of these statistics have come to naught, the Harbour-master's Department has tried to overcome the compilation, with, it is feared, unsatisfactory results. In a recent report, the Harbour Master (Captain R. Murray Rumsey) wrote:—'The information under this heading is still less accurate than it might be if greater assistance was given by those from whom the particulars are obtained and who alone are in a position to afford it; and in a previous report the same official wrote:—'It seems hardly necessary to again refer to the fact that the returns under this heading depend for accuracy on the information voluntarily afforded to this Department by the masters, and in some cases, by the agents concerned. While thanking these for their assistance in the matter, I would ask to be allowed to impress upon them how desirable it is that such information should be as reliable as they can make it. The whole situation, therefore, is a highly interesting one. On the one hand, we have an expressed desire by commercial men for reliable statistics, a Government anxious to collect the statistics, and officials struggling, with imperfect assistance from the parties concerned, to compile the trade statistics of the port; and on the other hand, the organised opposition of 'the leading Chinese' and the European commercial community to the collection of such statistics, while admitting their usefulness. Some years ago, while Acting Harbour Master, the late Captain Hastings attempted to extend the scope of the Harbour Department's trade statistics, and sustained a sharp rebuke from the Chamber of Commerce for doing so. We have been unable to obtain a copy of the Chamber's protest to the Government, and write from our recollection merely; but we believe the Chamber's protest was based on the argument that the Harbour Department statistics must necessarily be unreliable and misleading. As a member of the Commission that enquired in 1897 into the trade of the Colonies and foreign competition, Captain Hastings had an idea of the difficulty of getting authoritative data in Hongkong, and it was to remedy that defect that he sought to improve the statistics of his Department. At a time like the present, when the subject of British trade has assumed the chief place in Imperial politics, trade statistics from Hongkong would have been extremely useful.

It is just possible that Hongkong may suffer from its lack of trade statistics in the rearrangement that will ensue should Mr Chamberlain's fiscal proposals be adopted by the Imperial Parliament; but if this should happen it would be unfair to blame the publicists of Hongkong, who could not have foreseen a reversal of British fiscal policy, or even the possibility of it. The Chamber of Commerce was inaugurated in the first place by a fear that local trade statistics would be used against the port in some way or other by the Chinese Customs authorities, and we believe there was also a fear that information of a firm's business would leak out to rival houses. In the light of recent events, it might be argued that the time has come for adopting a new attitude towards this question of trade statistics. The suggestion is certainly a debatable one.

Armed Robbery at Yau-mat.
On August 14 last an armed robbery was reported from Yau-mat. It was alleged that a gang of men, armed with bars and sticks, broke into a house, seized the occupier, Wong Lai Wing, and after securing him, proceeded to ransack the house. They are alleged to have stolen \$400 in cash and jewellery and clothes to the value of \$150. All trace of them was apparently lost, but on Monday last an arrest was made. The two being arrested on suspicion of being concerned in the offence.

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To-day being the 45th anniversary of the Emperor of Germany the men-of-war in the harbour were dressed gay with bunting, and German merchantmen also put on their brightest dress. A salute was fired in honour of the occasion at mid-day.

Civil Engineers' Association.
The following Committee has been elected provisionally to carry out the arrangements for the Hongkong Civil Engineers' Association:—Messrs W. Darby (President), Hon. W. Chatham, O. Ordish, J. Orange, D. Macdonald, and A. H. Ough (Hon. Secretary).

Major Boos Keppel's Mission.
Major Boos Keppel crosses the frontier at Landi Khana at the end of the current month, with a small escort, to delimit that portion of the Indo-Afghan border which adjoins the Mohmand country. The Governor of Jellalabad has received orders from the Amir to receive him, and a tribal escort of about 1,000 men will be provided.

A Watchman in Trouble.
A Sikh watchman in the employ of the Hongkong and Kowloon Wharf and Godown Company was charged before Mr T. Sercombe Smith at the Magistracy to-day with leaving his employ without giving notice. The man claimed that he had given notice, but Captain Brown's evidence disproved the statement. The Sikh was fined \$50 or one month's imprisonment.

Kidnappers Sentenced.
Inspector McNab presented So Lam and four other Chinese on a charge of deceiving and enticing two boys, aged 12 and 13 respectively, from their guardian, with intent to deprive him of their possession. The case was heard at the Magistracy to-day, before Mr Gomperis, and Mr Looker (of Messrs Deacon, Looker and Deacon) appeared on behalf of So Lam. After evidence So Lam, and one of the others were discharged, while a third received six months' imprisonment with six hours' stocks, and the other two were sentenced to three months' gaol with six hours' stocks each.

TELEGRAMS.
[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY REUTER, CH. DUBOIS.

THE WAR CLOUD.
RUSSIA PREPARING HER ARMY.
Reserves Ready to Move.
LONDON, January 26.
The *Daily Mail* states that the First Reserves of the Russian Army at St. Petersburg, numbering 80,000, have been ordered to be in readiness to proceed to the Far East.

The divisions stationed at Khar'kov, Kieff, and Odessa have also been warned to be prepared to move.

THE TARIFF COMMISSION.
KING EDWARD EXPRESSES HIS VIEWS.
The Question of the Crown's Prerogatives.
LONDON, January 26.
It is stated that the King, during his recent visit to Chatsworth House, the Derbyshire residence of the Duke of Devonshire, emphatically expressed to Mr A. J. Balfour, the Premier, his views regarding the bearing of Mr Chamberlain's Fiscal Commission upon the prerogatives of the Crown.

It was at his great meeting at Leeds in furtherance of his fiscal reform campaign, that Mr Chamberlain announced the intention of the Tariff Reform League to form a Commission of Inquiry into every matter bearing upon Great Britain's fiscal policy, not only with reference to the Mother Country but with reference to India, the self-governing Colonies, and the Crown Colonies. The names of the majority of that Commission have already been published, and it has been announced by telegraph that Mr Chamberlain has accepted the hon. Presidency. In his speech at Leeds he stated that the move had been taken in order to anticipate the arguments of his opponents, who, when the fiscal question came before the House of Commons, would endeavour to shelve the question because there was no concrete scheme before them. The Commission, it is understood, will endeavour to draw up what has been termed a 'scientific tariff,' which will probably be subject of much recrimination. The appointment of the Commission has met with the strongest and most consistent opposition from the *Standard*, which represents the free-trade section of the Conservative party. If we are not mistaken it was the *Standard* who advanced the idea that it was an infringement of the prerogative of the Crown to appoint a Commission whose scope was so far-reaching and whose effects upon the Imperial policy of the country were likely to be so momentous. Writing on December 31 the *Standard* said the appointment of the Commission 'raises the question of a grave Constitutional character. No subject has the right to appoint Commissioners to summon witnesses to give evidence, or to clothe his nominees with a quasi-judicial, quasi-Ministerial authority. A private Committee cannot do so—and does not pretend to do so—these things. The affair is indecorous, irregular, and disrespectful to the Sovereign; and those gentlemen who consent to serve on this so-called "Commission" would do well to bear in mind that they are concerned in a proceeding which is an open and deliberate encroachment on the prerogatives of the Crown. The point may not have occurred to them, but it has not been lost sight of by others.'—Ed. C.M.]

PROTECTION VERSUS HOME RULE.
An Animated Controversy.
A telegram

REPORTED LOSS OF THE
OLD 'ZAFIRO.'

Alleged Collision.

Rumours were current to-day that the *Zafiro*, belonging to the United States Navy, had been run down and sunk. The collision is said to have taken place about 60 miles north of the Philippines. The *Zafiro* was going to Manila from Cebu, when a French steamer is stated to have collided with her, inflicting such damage as to sink her almost immediately. The report says that all hands on board were drowned.

As far as we could ascertain no confirmation of the rumour has been received in town. Where it originated is a mystery at present. The American Vice-Consul had heard the rumour, but could not verify it. The same can be said with regard to the Harbour Office and the shipping offices.

The *Zafiro* was sold to the United States in 1898, by Messrs Shewan Tomes and Company and has been used as a transport and despatch boat. During the Spanish-American war the *Zafiro* was extensively employed as a despatch boat. She had recently taken American marines to Cebu, and was on her way back when the collision is alleged to have occurred. She is under the command of Capt. Whitton.

Capt. Whitton is an Australian and was exceedingly popular with Admiralty officers, as well as with all the American naval officers. He was a very skilful and careful navigator and was highly thought of for his painstaking methods. He was in Hongkong a few weeks ago.

As no confirmation of the rumour had been received the probability is that it is incorrect.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. A. G. W. Paine, Judge.)

Wednesday, January 27.

A QUESTION OF WIRE RIGGING.

MISS A. ROSS and Company sued the Ching Hup firm, Wing Lok Street, for \$708.11, being loss sustained by the plaintiffs by the resale of wire rigging of which defendants had refused to take delivery.

Mr. E. A. Bonner (for Messrs Dwyers and Bonner) appeared for the plaintiffs, and defendants were represented by Mr. J. Hastings.

Mr. Bonner said that he had received a letter from Mr. Thomson (who was to give evidence) to the effect that he was unable to attend.

Mr. Hastings said he did not see what good it would do to adjourn the case further. His client would be leaving for China shortly for a fortnight.

The Puisse Judge—He will not be back in a fortnight as the Chinese New Year will almost be here then. The case comes on next, and I will be leaving in March. I will deliver judgment for defendant with costs, because I am of opinion that the plaintiffs did not carry out their contract. They contracted to deliver fifty tons within a certain time, but only offered 20 tons within that time. Even supposing that defendants had taken the twenty tons, they would still have been able to refuse the contract as the remainder did not arrive in time.

Judgment was delivered, with leave for plaintiff to ask for a review within a month.

NEW CHURCH FOR KOWLOON.

Donation by Sir Paul Chater.

At St. Paul's College last night the annual meeting of the subscribers of St. John's Cathedral was held, under the presidency of Bishop Hoare.

After the minutes had been read Mr. R. T. Wright, M. A., Treasurer, read the report, which showed that there was a bank balance of \$1,258 on fixed deposit, and a credit balance of \$2,316, so that their financial position was good.

His Lordship, Bishop Hoare, in the course of a speech, said that although the settlements had been raised, additional efforts had been taken out, and the collections had increased by \$1,300. The Church had decided to fix the rates for the Chaplain's services at funerals as follows:—First class \$10, second class \$5, third class free. As they were to have another Church for Kowloon he thought the advisability of considering the appointment of an assistant chaplain should be reconsidered.

Sir Paul Chater had generously donated the sum of \$35,000 to build a church in Kowloon, and the Government had made a grant of a piece of land adjoining the English School and the Observatory.

On the proposal of Dr. J. M. Atkinson the report was agreed to, and Sir Wm. Goodman proposed the approval of the fees relating to funeral services, which, on being seconded by Mr. H. B. J. Gomerz, was agreed to.

The following lay-members of the Church Body were elected by ballot:—Sir William Goodman, Mr. R. T. Wright, Hon. Dr. Atkinson, Mr. Armstrong, Mr. Bryer and Mr. H. W. Shade.

Rev. F. T. Johnson proposed votes of thanks to the lay members of the Church Body, making special mention of the services of the Hon. Treasurer and the Hon. Secretary to the late auditor, Mr. R. C. Edwards, who had gone away, and whose place had been taken by Mr. W. C. D. Turner, to the clergy who had voluntarily lent their assistance during the year, especially Rev. Messrs. Barnbury, Franco, Wright, Anstey, and Jenkins, and to the choir who under the able leadership of Mr. A. G. Ward, had done a great deal to make the Cathedral bright and attractive.

Sir William Goodman seconded, and the motion was agreed to.

On the motion of Hon. Dr. Atkinson, seconded by Mr. Armstrong, Mr. J. C. Potor was appointed auditor.

The meeting then concluded.

Mr. F. C. Barlow.

Many will regret to learn that Mr. F. C. Barlow, solicitor, left the Colony to-day for Peking, where we understand, he joins Mr. Ferrer, barrister-at-law.

Barlow was one of the oldest and most prominent of the Colony ever had, he was Hon. Secretary of the Hongkong Philanthropic Society and took a great interest in all musical affairs, and as a member of the Hongkong Boat Club took a prominent and successful part in the Victoria Regatta.

COMPANY MEETINGS.

The Hongkong Land Investment and Agency Company, Limited.

The ordinary meeting of the shareholders of the Hongkong Land Investment and Agency Company, Limited, was held at noon to-day in the Company's offices, Victoria Buildings. The Hon. C. W. Dickson filled the chair, and there were present:—Sir Paul Chater, Messrs N. A. Sieles, A. J. Raymond, E. Shellim, and J. H. Lewis, Directors, and Messrs T. Arnold, G. Murray Bain, W. H. Gaskell, R. K. Leigh, J. R. Michael, S. J. Michael, M. S. Kambhoo, W. F. Fawcett, H. W. Shale, F. R. Smith, Ho Tung, Ho Fock, Ho Koon Tong, Ho Cheung Shiu, and A. Shulton Hooper, secretary.

The notice convening the meeting having been read.

The Chairman said:—Gentlemen, it is a matter of regret to your Directors that the result of the past year's work falls so far short of its immediate predecessors. The chief deficiency is in the profit derived from sale of property, which amounts to only \$86,000 as compared with \$292,000 the previous year, and \$275,000 in 1901. Tight money, the uncertainty as regards exchange, doubts as to the effect of local legislation, and more recently fears consequent on the political outlook, have all tended to impede the demand for property. The profit shown is derived from the sale of only two properties. Then again our rent roll has been disappointing. We have not at the present time houses ready for occupation, which, at reasonable rentals, would bring in not less than \$84,000 per annum, for which so soon as the law dealing with the overcrowded districts of the City is enforced there should be no difficulty in finding tenants. We are in short a little ahead of the times. In addition to this I would remind you that our practice is to charge to revenue each year all interest on our development, and that when buildings are expended, so that the Company's books at their actual cost, exclusive of interest, a policy which, though it seriously affects earnings during the period of construction, will I feel sure appeal to you as a sound one to follow. Our outlay on properties not as yet fully developed is over 17 lacs, but some of these will be completed during this year, when instead of being a drain on the Company, they will yield an addition to our income. Turning to the debit side of the account you will see that our charges have not increased, but the amount expended on repairs is some \$4,600 more. The depreciations of white ants, which during 1903 were from some causes unusually great, mostly especially on the higher levels, entailed this additional expenditure in order to keep our property in first class order. Our outlay in respect of Fire Insurance remains about the same, notwithstanding the 25% increase in rates, to which I alluded at last meeting. The saving we effected by ourselves carrying a portion of the loss on our best risks, upon which we fortunately escaped any loss, more than counterbalanced the extra premium paid at the higher scale. Rates having again been reduced to their former level we have now reverted to the insuring in full of all buildings. These remarks will I trust tend to elucidate the published statement now before you. You will recollect, Gentlemen, that at our annual meeting in 1901 you approved of the placing of \$500,000 to Equalization of Dividend Fund, with the object of ensuring a steady return on your investment for some time to come, and having regard to that understanding your Directors recognize that it is incumbent on them to maintain the dividend at 12% with the assistance of a portion of that Fund, hence the transfer thereof of \$250,000, which will start the current year with a balance in hand of an amount approximating that carried forward to 1903. The trust that in the near future conditions will so change as to admit of their showing a larger sum at credit under the heading of profit on sales of property, as well as of rents, and are hopeful that if they have to encroach upon Equalization of Dividend Fund in order to maintain the return to you, it will not be necessary to do so to the same extent. In most of the Eastern district, to which I alluded last year, progress has unfortunately been delayed by difficulties raised in unexpected quarters, but the carrying out of the project has we understand not by any means been abandoned. The sooner a start is made with the work the better will it be for the Colony. I shall be glad to answer any question.

There being no questions, the Chairman proposed the adoption of the report and accounts on presented.

Mr. Leigh—You have just heard the remarks by our Chairman. The year has certainly been a bad one, the chief deficiency in profit being owing to the few sales of property, but land and houses are very scarce and do not run away so freely have not been sold during the past year the Company still possesses them, and I believe I am right in saying that until a sale is actually completed, the property remains in the Company's books at its cost price, so that when good times come again, as they must do, the Company can realize the profits on the properties it has been developing during the bad times. The chief causes for the present stagnation in property, as pointed out by our Chairman, are tight money, the uncertainty of exchange, and local legislation. I will not attempt to say anything regarding the first two of these, as they are better known and understood by all of you than they are by myself, but as regards the third I know and feel how seriously this has and is acting to the detriment of property, more especially amongst the Chinese, who, it must be remembered, hold nine-tenths of the property in this Colony, and who do not fully understand, and therefore mistrust, and rightly so, new legislation regarding property. When the present Public Health and Building Ordinance was passed on Feb. 21st last, and was the outcome of several previous Ordinances, which were brought forward and withdrawn, it was hoped by all that a great number more, and under consideration, and that the constant alterations in the law, which had been taking place ever since Ordinance 15 of 1889 was issued, would now cease. Such, unfortunately, is not the case, and on Nov. 20 last the Government Gazette contained over six pages of amendments, and I understand a great number more are under consideration. While each constant change continues property must remain insecure and cannot hold, as it should do, the first place as an investment. As regards the property held by the Company, and at present until this will, we must all hope, soon right itself, it is a state of things which has never happened here before, for the Colony has always suffered from a lack of house accommodation, especially for the Chinese, but to-day there is no doubt, a large number of unoccupied Chinese houses both in Hongkong and Kowloon. It is the old question that has vexed all the large cities of the world, and that is, how to get rid of the 'slum' habitations, the 'working' classes, to leave the

central and overcrowded districts, and live further afield. The wisdom of having an Equalization of Dividend Fund is now amply shown, and we must congratulate ourselves in having such a fund, and look forward to the good years which are sure to come again when we shall be able to replenish that fund. I beg to second the adoption of the report and accounts.

On being put the motion was carried. Mr. E. Shellim having been appointed to the Board, vice Mr. D. M. Moss, resigned, Mr. G. Murray Bain proposed the confirmation of his appointment. Mr. Wilcox seconded, and the motion was agreed to.

The re-election of Messrs A. J. Raymond and J. H. Lewis to the Board was proposed by Mr. Gaskell and seconded by Mr. Ho Tung, and was carried.

Messrs C. W. May and T. Arnold were re-elected auditors, on the motion of Mr. Shale, seconded by Mr. Michael.

The Chairman—That concludes the business, gentlemen. I am obliged to you for your attendance. Dividend warrants will be issued to-morrow.

The Hongkong Land Reclamation Company, Limited.

The ordinary meeting of the shareholders of the Hongkong Land Reclamation Co., Ltd. was held to-day in Victoria Buildings, Queen's Road. The chair was occupied by Hon. C. W. Dickson, and there were present Sir Paul Chater, Messrs R. C. Wilcox, E. Shellim, H. T. Fawcett, Ho Tung, Ho Fock, Ho Koon Tong, Ho Cheung Shiu, and M. S. Northcote, secretary.

The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen, the report and accounts having been with you for some days, we may I presume take them as read. We are still necessarily passing through the period of expenditure, but I am pleased to inform you that our Reclamation Work at Kowloon Point continues to progress steadily and satisfactorily. During the year we added nine more houses to our property at Yauwatt, and these are for the most part well let. The Balance Sheet now before you does not appear to give you any special comment, but before moving the adoption of the accounts and report, I shall be pleased to answer any questions regarding them you may think wise to put.

There being no questions, the Chairman moved, and Mr. Raymond seconded, the adoption of the report and accounts, which was carried.

The appointment of Mr. E. Shellim to the directorate, vice Mr. D. M. Moss, resigned, was confirmed on the motion of Mr. H. C. Wilcox, seconded by Mr. Ho Koon Tong.

Messrs R. C. Wilcox and E. Shellim were elected directors on the motion of Mr. Ho Fock, seconded by Mr. Cheung Shiu.

Mr. Howard proposed the election of Messrs W. H. Potts and A. O'D. Gaurdin as auditors. On being seconded by Mr. Hooper, the motion was carried.

The Chairman—That concludes the business, gentlemen. Thank you for your attendance.

The West Point Building Company, Ltd.

The ordinary meeting of the shareholders of the West Point Building Company, Limited, was held at 11.45 this morning in the Company's offices, Victoria Buildings. Sir Paul Chater was in the chair, and there were present:—The Hon. C. W. Dickson, Messrs A. J. Raymond, A. G. Wood, J. M. Grosser, R. K. Leigh, J. H. Lewis, L. S. Lewis, J. R. Michael, A. G. Morris and A. Shulton Hooper, Secretary.

After the secretary read the notice convening the meeting, the Chairman said:—Gentlemen, with your permission we will take the Report and Accounts as read. The net profit for the past year was \$40,983.40 as against \$38,914.27 for 1902, the difference being principally brought about by a saving of \$9,000 in repairs, and an increase in Fire Insurance Premium of about \$1,800. The present lease of the property expires on the 31st March 1905, and we feel sure that the course we have pursued will meet with your entire approval. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions put to me.

Mr. Morris—Do I understand that for two years we cannot cancel the lease?

The Chairman—Yes. In fact for rather more than two years, two years and six months.

Mr. Morris—After the expiration of two years you have to give six months' notice. Could not that have been reduced?

The Chairman—The present lease was on the same terms.

Mr. Morris—I thought that it was only six months' notice.

The Chairman—After two years.

Mr. Morris—And it is impossible to reduce that?

The Chairman—Yes.

The report and accounts were adopted, on the motion of the Chairman, seconded by Mr. J. H. Lewis.

Mr. C. S. Sharp having resigned from the Directorate, Mr. A. G. Wood was appointed in his stead, and the confirmation of his appointment was proposed by Mr. Morris. Mr. Leigh seconded, and the motion was carried.

Mr. Michael proposed the re-election of Sir Paul Chater and Mr. A. G. Wood as Directors. This was carried, after being seconded by Mr. Leigh.

Mr. C. W. May was appointed auditor on the motion of Mr. Grosser, seconded by Mr. J. H. Lewis.

The Chairman—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be issued to-morrow.

French Naval Reinforcements.

The armoured cruiser *Sully*, of the French Navy, is coming out very shortly from Toulon, bound for the Far East. She is a fast cruiser, fitted with Niagaras boilers, her engine indicating 20,000 horsepower, with a speed of 21 knots an hour. She is armed with two 7.6 in. eight 6.4 in. six 3.9 in. and 22 lighter guns.

A Contradicted Rumour.

The following extract from the latest 'Lloyd's Weekly Shipping Index' refers to a telegraphic statement sent to Colombo which Reader did not correct:—We have authority for stating that the report, which appeared in a halfpenny newspaper yesterday morning that 'Twenty-five steamers of Messrs Butterfield's mercantile fleet have been taken over by the Japanese Government is quite untrue.'

CORRESPONDENCE.

TRADE STATISTICS.

To the Editor of the 'CHINA MAIL.'

HONGKONG, January 21, 1904.

SIR,—I am very sorry to hear that you are for the week when all I did was to ask if light could not be brought on the question as to what is the trade carried on in Hongkong. Would you, or any of your readers, give me a reason why the Chamber of Commerce so strongly object to statistics? Whatever the answer, it will be rather interesting, for it will have to prove that the whole work of nations in compiling statistics is simply waste of time and money and that a mere dot in the ocean is much wiser and does not waste time nor money in compiling statistics.—Yours faithfully,

D.

OLD HONGKONG.

To the Editor of the 'CHINA MAIL.'

HONGKONG, January 26.

SIR,—As an old resident, I should like to have the full story of Mr. R. K. Leigh's reminiscences at Saturday's dinner of the Civil Engineers. It seems to me that he must have been misinterpreted when he said that 'in the early eighties Queen's Road ran along the shores of the Harbour and was washed by the waves thereof on the one hand and bordered on the other by piers, dykes and gardens.'

My recollection, which goes back further than the early eighties, is not quite the same as Mr. Leigh's. Originally, Queen's Road did run parallel with and above the high water line of the Harbour, but I do not think Mr. Leigh could have seen it so in the eighties. The original sea-wall or old Praya from East to West Point was constructed between the years 1855 and 1862. That portion from the R. N. Yard to West Point, and known as Praya Road, was destroyed by a typhoon on 8th August, 1867. Sir Richard Macdonell, who was Governor at the time, determined to have it rebuilt in a more substantial manner, which was done. This Praya wall was also destroyed by the great typhoon of the 23rd September, 1874. It was afterwards rebuilt in a most substantial manner by that clever engineer, Mr. J. M. Price, Surveyor-General at the time. It was constructed on practically the same lines as the previous one, i.e., on what is now Des Voeux Road. I don't know what engineers thought of it, but it appeared to me to be an exceedingly good wall, and was removed only lately, when the new Praya Reclamation in front of it was completed. Perhaps some other old resident could supplement the above facts.—Yours,

OLD RESIDENT.

INTERNATIONAL FOOTBALL.

English and Wales' Rugby Teams Draw.

LONDON, January 16.

Yesterday, at Leicester, the first international Rugby match of the season was played, Wales meeting England.

At the interval score was:—

ENGLAND.....2 tries-6 points.

WALES.....nil.

In the second half England added two goals, whilst Wales scored three goals, the result being a draw.

We published the names of the English players on Monday. Commenting on the match, the *Times of London* says:—England has been markedly unsuccessful in the Rugby struggle for some years past—if we except 1902 when she made a remarkable recovery—and it is curious to note how many people there are who blame the selection committee of the Rugby Union for this.

'Play men from the West of England against Wales' has been the argument of quite a number of people, who firmly believe that Westerners and only Westerners can play the game of the Welshman. These people forget that geographical proximity is not of the importance it might be if the Welsh football teams did not wander out of the Principality; but Swansea, Cardiff, and Newport, to say nothing of the many other well-known clubs in South Wales, regularly visit all the Rugby-playing centres of the country. Other people say that the way in which the English test matches are played is wrong, and they tender much advice for a reformation. The truth lies in a much simpler direction, however, if we will only admit it. The selection of the North to professional players under the law practically all the Yorkshire and Lancashire footballers, and at one swoop England was made very feeble indeed. The stalwart Tykes have never been replaced in the scrumming, neither has the back division been the same since. We have been glad, however, to notice signs that England is regaining some of her old strength, and the defeat of Wales at Leicester yesterday is additional proof of this. That the Welsh team is as good now as it was a few years ago, or even last year, can hardly be said; but, maintained. Not only has that price of backs, Baneroff, retired after a score of years of international play, but Strand Jones, a brilliant scrumming forward, has been ordered and given up the game. The Welsh forwards were always good, but the same old, unlike the poet's brook, cannot go on over. This year's Welsh team was to be selected on December 28th, and was expected that six of last year's forwards, with the half back and three-quarters, would again be chosen to don the red jersey. Fortunately, Wales has plenty of new blood ready to-day she realises certain of her veterans are commencing to be superfluous. The English forwards this year were regarded as a formidable lot, and the whole team as selected was the same old, unlike the poet's brook, cannot go on over. This year's Welsh team was to be selected on December 28th, and was expected that six of last year's forwards, with the half back and three-quarters, would again be chosen to don the red jersey. Fortunately, Wales has plenty of new blood ready to-day she realises certain of her veterans are commencing to be superfluous. The English forwards this year were regarded as a formidable lot, and the whole team as selected was the same old, unlike the poet's brook, cannot go on over. This year's Welsh team was to be selected on December 28th, and was expected that six of last year's forwards, with the half back and three-quarters, would again be chosen to don the red jersey. 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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

VESSEL	STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHAI, MOJI & KOBÉ (passing through the INLAND SEA).	Shoichi, O. J. BERTON, R.N.R.	About 28th January.	Freight only.
SHANGHAI.	Chuen, W. B. PALMER, R.N.R.	About 31st January.	Freight and Passage.
LONDON, &c.	Bong, G. PHILIPS	Noon, 30th January.	See Special Advertisement.
LONDON, AMSTERDAM & ANTWERP, Via SUEZ, Port Said & Malindi.	Falerno, E. G. ANDREWS	About 14th February.	Freight only.

For further Particulars, apply to
P. & O. S. N. Co.'s Office, Hongkong, January 27, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Wien*, Capt. v. BINZER, 29th January, 1904. Freight & Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Alania*, Capt. SCHNEIDER, 6th February, 1904. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Food Lacie*, Capt. SCOTT, 27th February, 1904. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Sithonia*, Capt. HILDEBRANDT, 8th March, 1904. Freight.

FOR HAVRE AND HAMBURG.

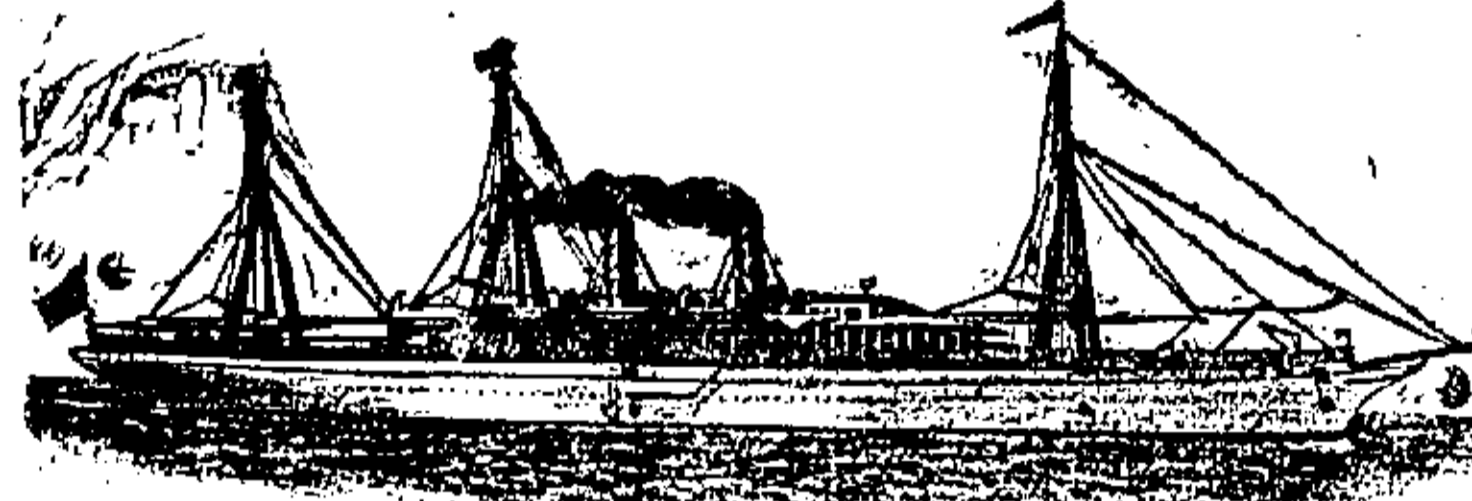
CALLING AT SINGAPORE AND PENANG.

S.S. *Napoli*, Capt. SCHMIDT, 22nd March, 1904. Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

Empire Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots. Saving 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

VESSEL	TONS	WEDNESDAY, Feb. 10, 1904.
R.M.S. <i>EMPEROR OF INDIA</i>	6000	WEDNESDAY, Feb. 10, 1904.
R.M.S. <i>TARTAR</i>	4425	WEDNESDAY, Feb. 24.
R.M.S. <i>EMPEROR OF JAPAN</i>	6000	WEDNESDAY, Mar. 9.
R.M.S. <i>EMPEROR OF CHINA</i>	6000	WEDNESDAY, Mar. 30.
R.M.S. <i>EMPEROR OF INDIA</i>	6000	WEDNESDAY, April 20.

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262, Intermediate on Steamers, and 1st Class Rail, £40, £42.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent, PEDDER STREET.

Hongkong, January 27, 1904.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATION IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
INDRAVELL	4899	R. P. CRIVEN	January 30, 1904
INDRAPURA	4899	A. E. HOLLINGSWORTH	February 13, 1904
INDRASAMHA	5197	W. E. CRIVEN	March 16, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 11, 1904.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
HITACHI MARU, J. CAMPBELL	4899	R. P. CRIVEN	January 30, 1904
ASA MARU, J. W. KESSEBRAND	4899	A. E. HOLLINGSWORTH	February 13, 1904
KAGOSHIMA MARU, K. KORI	5197	W. E. CRIVEN	March 16, 1904

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Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW AND LIVERPOOL	MOVINE	28th January.
GLASGOW AND LIVERPOOL	GLAUCUS	5th February.
GLASGOW AND LIVERPOOL	PALEMON	12th February.
GLASGOW AND LIVERPOOL	AGAMENNON	20th February.
GLASGOW AND LIVERPOOL	MYNEIAS	27th February.
GLASGOW AND LIVERPOOL	RHODES	4th March.
GLASGOW AND LIVERPOOL	MACHON	11th March.
GLASGOW AND LIVERPOOL	TELMACHUS	18th March.

The S.S. MOVINE left Singapore on 22nd inst., a.m., and is due here on 28th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM AND LONDON	DIOMED	2nd February.
LONDON & ANTWERP	NESTOR	5th February.
LONDON & ANTWERP	KINTECK	12th February.
GENOA, MARSEILLES & LIVERPOOL	KERUEN	22nd February.
LONDON AND ANTWERP	MOVINE	1st March.
LONDON AND ANTWERP	GLAUCUS	11th March.
GENOA, MARSEILLES & LIVERPOOL	PALEMON	20th March.
LONDON & ANTWERP	PAK LING	28th March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, via N'RI, KOBÉ & YOKOHAMA.	PIN-SUEY	28th January.
	AGAMENNON	24th February.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 27, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	SEKURUEN	28th Jan., Daylight.
MANILA	KANAN	24th January.
SHANGHAI	WONGKONG	28th January.
CEBU	HUNAN	28th January.

PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE. * Arrive 30th Jan., at Noon.

LOILO, YOKOHAMA AND KOBÉ. * CHANGSHA. 9th February.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, January 27, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, HONGKONG, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1904.
SAOHSSEN	WEDNESDAY, 3rd Feb.
GERA	WEDNESDAY, 17th Feb.
SEIDLITZ	WEDNESDAY, 2nd Mar.
PREUSSEN	WEDNESDAY, 18th Mar.
HAMBURG	WEDNESDAY, 30th Mar.
PRINZ HEINRICH	WEDNESDAY, 13th April.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 3rd day of February, 1904, at Noon, the Steamship SAOHSSEN, of the NORDEUTSCHER LLOYD, Captain W. FRANK, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Shipping Orders will be granted till Noon, on MONDAY, the 1st February, Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 2nd February, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 2nd February.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1904

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA.

VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
OLYMPIA	2837	A. Dixon	February 11.
SHAWMUT	2837	W. M. Smith	February 18.
TACOMA	2837	M. Ridley	February 26.
VICTORIA	2837	J. Truebridge	March 16.
TREMONT	2837	T. W. Garlick	March 25.
OLYMPIA	2837	A. Dixon	April 27.

* Have two second class accommodations. * Cargo only.

FOR MANILA.

The largest, steepest, and most comfortable steamer for Manila.

S.S. SHAWMUT, 2837 tons, Capt. W. M. Smith, About 9th January.

S.S. TREMONT, 2837 tons, Capt. T. W. Garlick, About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with superior Accommodation for First and Second Class Passengers. The latter are of these vessels equipped staterooms at sea. Electric fan in each room. Barber's shop and wash basin. Cargo carried in hold.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, January 26, 1904.

1704

Shipping.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila Direct	Jan. 30, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	Feb. 6, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, January 25, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

